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PHOTO INTELLIGENCE MEMORANDUM

LUNG-CHI AIRFIELD

Supplement #1 to GP/I - 102 dtd 15 June 1955

GP/I - 117

(Project 71.164)

20 August 1955

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25X1D

This memorandum which is a supplement to GP/I - 102 dated 15 June 1955, is submitted in reply to an internal request for information on airfield activity in Southeast China as determined from a study of aerial photography. Construction activity continues on Lung-chi Airfield (24°33'N 117°39'E) which is three miles north of Lung-chi and twenty-seven miles west of Anoy. Vertical aerial photographic coverage taken between [REDACTED] has been used in the preparation of this report.

Construction activity has progressed rapidly during the period of this report. The runway, taxiways, parking aprons, and revetments have taken form and are in various stages of completion (Overlay No. 1). Important administrative, storage, and barrack facilities have been identified.

The current rate of construction indicates that Lung-chi Airfield should be serviceable by the latter part of [REDACTED]

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Runway. The runway measures approximately 7200 x 200 extending in an east-west direction. It is built up of crushed rock with a "slurry" binder probably composed of gravel and clay.

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The checkerboard pattern appeared near completion on photo coverage dated [REDACTED]. An additional layer of material has been laid over approximately 40% of the runway and on three revetments taxiways.

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Taxiways and Parking Areas.

The main taxiway, 7200' x 60', is connected to the runway by four crossovers. The central portion of the main taxiway widens to form a parking apron 2700' x 180'. The end crossovers have been widened to form assembly or warm up aprons 465' x 100'. There are two crossovers, 70' wide, located 1200' respectively from the ends of the runway.

Thirty-one revetments are located north of the airfield along five taxiways averaging 1500' in length. Sixteen revetments have rear vents. The opening on all revetments measures 80'. The sixteen western most revetments have interior hardstands measuring 65' x 65'; the remaining fifteen eastern most revetments have interior hardstands measuring 100' x 65'.

An aircraft-gun testing range is located at the north end of the taxiway to revetment area D (Overlay No. 1).

Fuel Storage. A POL storage installation has been located 2500' north of the runway [REDACTED] A first class 25X1D road extends from the parking apron to a "loop" road which provides approximately 6000' of roadway. Fourteen rectangular structures, 100' x 15' have been dispersed along both sides of this loop road. It now appears that each rectangular structure contains an average of fifteen cylindrical tanks about ten feet in length and five feet in diameter. The tanks which have been placed in a row are covered forming the rectangular structures. Two buildings (120' x 20' and 40' x 20') located in the area are probably used for facilities needed in handling the incoming drums of fuel and other operations carried out in the fuel storage area. The capacity of this POL storage area is now estimated at approximately 950 metric tons.

Ammo Storage. A revatted building is located 4000' northwest of

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the west assembly apron. Another revetted building is located immediately north of revetment area C. These buildings may be used for the storage of fuses, initiators or other sensitive explosives. No additional facilities for the storage of bombs or ammunition were noted.

Operations Area. The operations area is north of the airfield between revetment areas C and D. In this area, north-northeast of the center of the runway, is the air operations and control tower building. It is a single story building, 90' x 40', with a 20' diameter tower.

1300' north-northeast of the control tower is a "bomb shelter". It appears as a very strongly built structure, 70' x 50', with a pyramid roof covering a rectangular pit. This structure may contain vital communication equipment or it may be nothing more than a bomb proof shelter for personnel.

Additional administration, barracks and shop type buildings are to be found in this area.

Administrative and Barracks Area. The main administrative and barracks area appears to be under construction 5500' south of the west end of the runway. A loop road about a rectangular area 1000' x 500' provides 3000' of roadway. Photography dated [REDACTED] revealed eight buildings 70' x 30' and the foundations for at least eleven buildings ranging in size from 200' x 50' to 60' x 30'.

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Antiaircraft. The airfield is protected by 16 heavy AA (85 mm) and at least forty medium AA (37 mm) guns dispersed in four gun batteries about the airfield.

Navigational Aids. A probable radio homing beacon is located approxi-

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mately 11,000' west of and in line with the runway. No other navigational or electronic installations were noted.

Additional Facilities. Many buildings are located about the airfield especially on the north side. Most of these buildings probably house construction workers. A number of these buildings have been identified as shop buildings. Others will probably be used for storage, as barracks and for other purposes necessary in the future operation of the airfield.

GP/I - 102 was prepared from vertical aerial photographic coverage taken between [REDACTED] Photography taken [REDACTED] (Enclosure No. 1) revealed continued construction activity on the runway and main taxiway. 18 revetments and associated taxiways were under construction. Construction had begun on the operations building and shop type buildings south of the POL storage area.

Photography dated [REDACTED] (Enclosure No. 2) reveals continued construction activity. The "checkerboard" pattern has appeared for the first time on a cross-over and on the loop taxiway.

Construction of the "loop" road in the POL storage area is well under way.

Photography dated [REDACTED] (Enclosure No. 3). The checkerboard pattern covers better than 50% of the runway. The loop road in the POL storage area appears complete. Cylindrical objects 10' x 5' appear in rows of fifteen in seven installations in this area.

Photography dated [REDACTED] (Enclosure No. 4). The layers of material as represented by the checkerboard pattern covers the runway and portions of the main taxiway. Thirty-one revetments are under construction. Work continues in the POL storage area. A 2400' "loop" road which is under

construction has appeared for the first time 5500' south of the west end of the runway.

25X1D Photography dated [REDACTED] (Enclosure No. 5). The checkerboard layer of material has been laid down on all taxiways and the runway. A layer of material has been placed over the checkerboard pattern on approximately 40% of the runway and three revetment taxiways. Virtually all rock piles have disappeared. Fourteen POL installations appear complete. Excavation and grading continues on the eastern portion of the airfield and on portions of the drainage ditch along the southern edge. The storage type buildings are still present along the runway.

25X1D Photography dated [REDACTED] provided only partial coverage of the airfield area. The construction of a number of buildings in the Administration and barracks area south of the airfield had begun. Construction on the runway and taxiways was continuing.

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